

# A Rail Manifesto for London Elections 2024



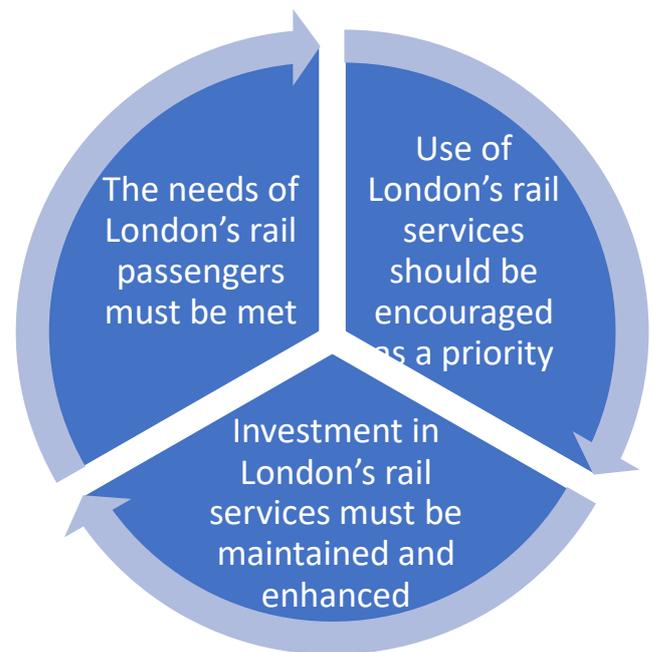
London's public transport is an essential component of a vibrant, efficient and effective city. It allows everyone to move around easily and quickly and, together with active travel, it reduces car use, with the associated issues of pollution, inefficient use of road space and cost to the user.

London should have the following:

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| <b>1</b> A unified rail system under the direction of its Mayor  | <b>2</b> Four trains per hour minimum service   |
| <b>3</b> Discrepancies in service quality north and south of the Thames resolved                         | <b>4</b> A system that is better maintained, with newer trains  |
| <b>5</b> Fares that are fair for everyone (not just digitally savvy users with bank cards)               | <b>6</b> Ticketing that is simple and user friendly (maintain Travelcards & Oyster and link Railcards to bankcards)   |
| <b>7</b> A system that is free of 'access discrimination'  | <b>8</b> Stations with adequate facilities and staff, that are safe!  |
| <b>9</b> Planned improvements actioned (West London orbital, Bakerloo line extension, DLR to Thamesmead) | <b>10</b> Longer term infrastructure projects initiated (Elizabeth Line and Croydon tram extensions, Crossrail 2 & 3) |

London rail services need to be **FREQUENT, RELIABLE, PUNCTUAL, AFFORDABLE** and **ACCESSIBLE**

Rail travel is the best form of transport in urban areas, particularly so in London: Rail is **FAST, SAFE,** and **ENVIRONMENTALLY FRIENDLY**



London's complex transportation needs means investment in rail is imperative: London's rail services need to be **SUSTAINABLE** and **FIT FOR FUTURE NEEDS**

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<b>Task 1:</b>	<u>A unified rail system under the direction of its Mayor</u>
Action Needed	The Mayor of London should specify the service levels and station facilities of metro and inner suburban service within Greater London Zones under a unified system.
Why?	Experience has shown that services under the supervision of TfL have improved dramatically and seen increased passenger use.
<b>Task 2</b>	<u>Four trains per hour minimum service</u>
Action Needed	National Rail Metro services should be restored to “turn up and go”, typically with a minimum of 4 trains per hour, unless prevented by infrastructure.
Why?	Overcrowding is already being experienced where services have been cut. The acknowledged desirability of encouraging greater use of rail in London will fail without adequate train frequency
Examples	SWR: Hounslow Loop, Epsom to Waterloo; Southern: Selhurst to Clapham Junction, Epsom to Victoria.
<b>Task 3:</b>	<u>Discrepancies in service quality north and south of the Thames resolved</u>
Action Needed:	A plan of action is necessary to resolve this issue, which literally divides London. The disparity of services in London should no longer be tolerated.
Why?	The discrepancy has long been acknowledged but no sensible, long term rail solution has been sought. Current approaches, such as the Superloop bus, do not benefit South London adequately as they depend on roads which are slow, and have pollution and safety issues. A rail ‘plan of action’ is needed.
<b>Task 4:</b>	<u>A system that is better maintained, with newer trains</u>
Action Needed:	Prioritise all maintenance and sustainable aspects of London’s railway.
Why?	All transport systems need long term commitment. The desire for greater use of London’s rail system will not happen if passengers are discouraged by an unreliable system.
Examples:	Dilapidated rolling stock should be replaced and stations maintained to safe and comfortable standards. New rolling stock is necessary for the Central Line and the Bakerloo Line, and new trams for the Croydon Tramlink.
<b>Task 5</b>	<u>Fares that are fair for everyone (not just digitally savvy users with bank cards)</u>
Action Needed:	Improve the fares system for everyone, not just the digitally fluent bank card user, and fully consult before implementation.
Why?	(i) The current fares system is convoluted and, in some respects, non-sensical, which discourages passenger use and which can discriminate against certain users. Fares need to be easily understood, accessible to all, and kept affordable; (ii) we welcome the 3-month experiment of making Friday an additional off-peak service and the retention of the One Day paper Travelcard; and (iv) we suggest season ticket / capping variations be further explored bearing in mind continuing part home / part office working patterns for many.
<b>Task 6</b>	<u>Ticketing that is simple and user friendly (maintain Travelcards &amp; Oyster and link Railcards to bankcards)</u>
Action Needed:	Ensure ticketing system is simple and available to all passengers and potential passengers. Technology should be used without discriminating against passengers who, for whatever reason, are unable to use or access particular technology. Acknowledge that paper travelcard is needed for casual users, Oyster and bankcard are needed for regular passengers, and Railcards (such as family and disabled cards), need to be linked to bankcards.

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**Why?** Simplicity in ticketing will help to attract passengers back to rail.  
**Examples:** Pay as you go is already prevalent in London, but for some users using a credit card creates system issues. Passengers with railcards, for example, should be able to link them to bankcards, as they can with Oyster.

**Task 7:** A system that is free of ‘access discrimination’

**Action Needed:** Access discrimination is acknowledged as an issue, but too much of London’s rail system remains inaccessible to many people. Step free and level access at all stations and platform humps are now an urgent issue.

**Why:** London’s railway should be for everyone. Accessibility adversely affects many groups, including families with children, the elderly, and those not able bodied, to mention a few.

**Examples:** Very well patronised stations, such as Baker Street and Gloucester Road, are just two such examples.

**Task 8:** Stations with adequate facilities and staff, that are safe!

**Action Needed:** Safety measures should be implemented in response to attacks and disturbances at London stations. Safety mechanisms should exist at all stations. All stations should be appropriately staffed and have proper facilities, in particular toilet facilities, that are always useable and open, regardless of whether a station is staffed at a particular time.

**Why:** The increase in safety incidents at London’s stations must be addressed and all passengers and staff must be safe. Passengers must have access to all appropriate facilities from first to last services. Failure to adhere will discourage rail use.

**Task 9:** Planned improvements actioned (West London orbital, Bakerloo line extension, DLR to Thamesmead)

**Action Needed:** Financial constraints mean improvements to London’s railway system will need to take place over a period of time. Rail improvements that have already been recognised as viable and beneficial, and in some cases, planned, should be prioritised. Many of these projects should at least be initiated if not well underway within the next election cycle.

**Why?** Priority projects need to be actioned without delay. Delay will increase costs, exasperate problems, and risk implementation failure.

**Examples:** Within the next election cycle, progress the following: (i) The West London outer orbital route; (ii) The Bakerloo line extension to Lewisham; and (iii) The DLR extension to Thamesmead. New stations already identified as desirable, such as at Camberwell, should be opened. A solution to HS2 at Euston station must found, and issues concerning transfer to inner-London services at Old Oak Common be addressed. Other connections are required, eg Overground and West London Orbital, to distribute passengers to north and south London.

**Task 10:** Longer term infrastructure projects initiated (Elizabeth Line and Croydon tram extensions, Crossrail 2 & 3)

**Action Needed:** London has huge infrastructure issues, and more roads will not solve London’s transport needs. A long-term vision is necessary. Rail is the long-term answer to many issues, and accordingly rail-based solutions for the long term should be planned now.

**Examples:** London’s travel needs are many; obvious examples include (1) extensions to the Elizabeth line (to Ebbsfleet in the south east, and in the west, links to Staines and between Heathrow & Langley [for Reading]); (2) extensions of the Croydon Tram system to Sutton and Bromley; and (3) Crossrail 2 and Crossrail 3.

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